



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

- RAWLEY, R. C. *Economics of the silk industry*. (London: King. 1920. 10s. 6d.)
- Emery's charts and maps; showing growth and distribution of United States manufactures*. (Chicago: Emery Bros., 6815 Harper Ave. 1106 blueprints. \$100.)
- Facts and figures of the automobile industry, 1920*. (New York: National Automobile Chamber of Commerce, 36 Madison Ave. 1920. Pp. 96.)
- Materials in shoes*. (Boston: Retail Shoe Salesmen's Institute. 1920. Pp. 190.)
- Proceedings of the fourth industrial safety congress of New York state, December, 1919*. (Albany: Bureau of Statistics and Information. 1920. Pp. 242.)
- Two related industries: an account of paper-making and of paper-makers' felts as manufactured at the Kenwood Mills, Rensselaer, New York*. (Albany: F. C. Huyck & Sons. 1920. Pp. xiii, 78.)

Transportation and Communication

- A History of the Atlantic Coast Line Railroad*. By HOWARD DOUGLAS DOZIER. (Boston: Houghton Mifflin Company. 1920. Pp. xi, 197. \$2.00.)

In the earlier chapters of this book the author traces the development of the short lines which were later consolidated into the Atlantic Coast Line System. Something less than half the volume is devoted to a study of the growth since the Civil War, including a chapter on integrations and consolidations.

The student will find in this volume an important contribution to the economic literature of the country, not only because it adds to our knowledge of railway history but because it contains as a background a good discussion of the industrial development of the country through which the lines were built. The expansion of the important lines is presented in detail. The application of steam to transportation, of course, wrought a great change not only in the industrial development of the southeastern portion of the United States, but also upon the direction of the channels of trade. The north and south currents became more important and water transportation both by canal and river declined. Towns situated at the head of navigation became active trade centers and critical points in the construction of railroads. Owing to their location they were able to take advantage of the new methods of transportation. In the course of time the prospective advantages

of continuous travel made it necessary to unite the many short lines into a continuous system.

Professor Dozier lays much stress on the rivalry of growing towns and cities in the South as a cause in the development of railroads. This cause has been in evidence everywhere in the United States as one of the great stimulating factors in inaugurating communication enterprises of all kinds. Questions of chartering, operation, and methods of construction are discussed in sufficient detail to give the student a good idea of the conditions under which the roads were brought into existence and operated throughout the earlier years of their history. Many of the evils complained of in later years of railroad operation made their appearance before 1860 in some of the lines which were to become the Atlantic Coast Line System. Thus were raised the questions of rates on long and short hauls, the effect of water competition on railway rates, and the use of passes as a reward for past favors and of securing new ones. Higher charges for short than for long hauls were justified at that time on the basis that "frequently the regular through train could not carry all the produce and it was necessary to run a train empty from Wilmington to within a short distance of Weldon, and receive pay for the last thirty miles only." When shippers along the main lines complained that farmers or merchants on the feeders were obtaining lower rates the railroad officials replied that "the carrying of additional freight and passengers attracted from territory which would not have patronized the road otherwise cost very little more and the income was almost clear gain. This gain could be applied to paying dividends and operating expenses and local rates thereby reduced."

According to Professor Dozier, the integration of the Atlantic Coast Line roads reveals practically every phase of railway development elsewhere in the United States except cut-throat competition. The absence of that feature was due in large measure to the destruction wrought by the Civil War from which southern roads made slow recovery, and to the unfortunate results of the panic of 1873. The retarding of southern railway development due to these causes enabled the South to escape many of the evils of cut-throat competition and the rate wars of the late seventies and eighties. Profiting by the experience of the northern and western roads they were spared many of the evils of high finance, with the result that there is nothing in the history of the Atlantic

Coast Line System comparable to the practices outlined by Mr. Charles Francis Adams in his *A Chapter of Erie*. Professor Dozier's volume is well documented and is provided with maps and tables to illustrate the development of the Coast Line railroads.

ISAAC LIPPINCOTT.

Washington University.

NEW BOOKS

ACWORTH, W. M. *Historical sketch of state railway ownership*. (London: John Murray. 1920. 3s. 6d.)

BRADLEY, G. D. *The story of the Santa Fe*. (Boston: Badger. 1920. Pp. 288. \$3.)

EMERSON, H. *The railroad situation. Why 30 per cent rate increase is not enough*. (New York: Emerson Engineers, 30 Church St. 1920. Pp. 47.)

GIESE, K. *Das Seefrachttarifwesen*. (Berlin: Springer. 1919. Pp. xvi, 379.)

HUEBNER, G. G. *Ocean steamship traffic management*. (New York: Appleton. 1920. Pp. xv, 273. \$3.)

A clear and systematic statement of the technical side of ocean traffic procedure. The three parts cover the traffic organization of ocean shipping, ocean shipping documents, and ocean rates and regulation. Among the topics discussed are the organization of the freight traffic department of a steamship line, freight brokerage, rate and traffic agreements, freight forwarding business, and government regulation of ocean rates and services. There are some eighty different forms inserted, also charts. The material is exceptionally well arranged.

LEE, E. *Some human factors in railroad earning power*. (Philadelphia: Pennsylvania System. 1920. Pp. 12.)

MACKLEY, A. R. *An outline of federal rate regulation*. (Washington: Author. 1919. Pp. 96.)

NORTHROP, C. B. *Reparation under commerce act*. (Washington: B. S. Adams. 1920. Pp. 156.)

OGILVIE, P. M. *International waterways. I. Evolution of the principle of international waterways. II. Reference-manual to the treaties, conventions, laws, and other fundamental acts governing the inter-use of inland waterways*. (New York: Macmillan. 1920. Pp. 424. \$3.)

PROUTY, C. A. *Address before the Associated Industries of Massachusetts, Boston, February 2, 1920*. (Washington: Bureau of Railway Economics. 1920. Pp. 38.)